

Amendments to the Claims:

Please amend the claims as follows:

1. (Previously Amended) A method for manufacturing vehicle hulls, comprising:

applying a protective coating to a bottom mold;

applying a protective coating to a top mold;

applying a bottom skin coat over said bottom protective coating;

applying a top skin coat over said top protective coating;

applying a bottom layer of bulk fiberglass over the bottom skin coat;

applying a top layer of bulk fiberglass to the top skin coat;

applying an adhesive to a top mating portion of a top bonding surface and to a bottom mating portion of a bottom bonding surface;

closing the top mold and the bottom mold together, thereby forming a structural connector out of the adhesive between the top mating portion and the bottom mating portion and creating a unitary piece including at least one cavity;

forming at least one foam introduction hole through an outer surface of the unitary piece into the cavity in the unitary piece; and

introducing foam into the cavity in the unitary piece through the foam introduction hole.

2. (Original) The method of claim 1, wherein a space between the top mating portion and the bottom mating portion filled by the adhesive is approximately between 1/8" and 3/4".

3. (Previously Amended) The method of claim 1, further comprising the step of forming at least one ventilation hole through the outer surface of the unitary piece into the cavity in the unitary piece before the step of introducing foam into the cavity in the unitary piece through the foam introduction hole.

4. (Previously Amended) The method of claim 1, further comprising, after the step of applying a top skin coat and a bottom skin coat, the step of applying reinforcements over the top skin coat and the bottom skin coat.

5. (Previously Amended) The method of claim 4, wherein the reinforcements comprise one of the group of phenolic reinforcements and wood reinforcements.

6. (Original) The method of claim 1, wherein the adhesive is given time to cure before the step of introducing foam occurs.

7. (Previously Amended) The method of claim 16, further comprising the steps of:

removing air between the bottom gel coat and the bottom skin coat after the step of applying the bottom skin coat over the bottom gel coat; and

removing air between the top gel coat and the top skin coat after the step of applying the top skin coat over the top gel coat.

8. (Original) The method of claim 7, wherein the step of removing air between the bottom gel coat and the bottom skin coat consists of applying vacuum to the bottom skin coat; and

the step of removing air between the top gel coat and the top skin coat consists of applying vacuum to the top skin coat.

9. (Previously Amended) The method of claim 7, further comprising, after removing the air between the bottom gel coat and the bottom skin coat and the air between the top gel coat and the top skin coat, the steps of:

checking the hardness of the bottom skin coat and the top skin coat; and

grinding out air trapped between the bottom skin coat and the bottom gel coat and air between the top skin coat and the top gel coat after the top skin coat and the bottom skin coat harden.

10. (Original) The method of claim 1, further comprising the step of removing air trapped within the skin coat.

11. (Withdrawn) A vehicle hull made in accordance with method 1.

12. (Withdrawn) A vehicle hull made in accordance with method 7.

13. (Cancelled). Kindly cancel claim 13 without prejudice.

14. (Withdrawn) A unitary vehicle hull, comprising:

a top hull layer having a top mating surface;

a bottom hull layer having a bottom mating surface;

a structural adhesive placed between the top mating surface and the bottom mating surface, whereby the structural adhesive forms a structural bond between the top hull layer and the bottom hull layer, whereby the structural bond increases the strength of the entire hull.

15. (Withdrawn) The hull of claim 14, wherein the structural bond diminishes a need for stringers within the hull.

16. (Previously presented) The method of claim 1, wherein the protective

coating applied to the bottom mold comprises a bottom gel coat; and

wherein the protective coating applied to the top mold comprises a top gel coat.

17. (Previously presented) The method of claim 1, wherein the adhesive forming the structural connector between the top mating portion and the bottom mating portion to create the unitary piece is preferably a methacrylate compound.